1-20. (CANCELED)

21. (PREVIOUSLY ADDED) An automatic transmission for a vehicle comprising:

at least one shift control element (1) having at least a second shift control element half (3) that can be brought into active frictional engagement with a first shift control element half (2), and the first and second shift control element halves (2, 3) can be connected, respectively, with a non-rotating transmission component (4) and a rotating transmission component (5),

a coupling device (6) is provided between the first shift control element half (2) and the transmission component (5), and

wherein the coupling device (6) is provided with a frictional element (7) to synchronize the coupling device (6).

22. (PREVIOUSLY ADDED) The automatic transmission according to claim 21, wherein the frictional element (7) of the coupling device (6) comprises a friction surface element (18) which can be axially displaced and is connected to the transmission component (5).

23. (PREVIOUSLY ADDED) The automatic transmission according to claim 22, wherein the coupling device (6) comprises a positive-locking element (8) to form a positive-locking coupling device (6) wherein the friction surface element (18) is spring loaded against the transmission component (5) such that before the closure of the positive-locking element (8) of the positive-locking coupling device (6), the friction surface element (18) comes into active engagement with the associated shift control element half (2) in order to synchronize the positive-locking coupling device (6).

24. (PREVIOUSLY ADDED) The automatic transmission according to claim 23, wherein the positive-locking element (8) of the positive-locking coupling device (6) is a claw coupling.

25. (PREVIOUSLY ADDED) The automatic transmission according to claim 21, wherein an actuator (28) is provided for actuating the shift control element (1) and for controlling the positive-locking coupling device (6).

26. (PREVIOUSLY ADDED) The automatic transmission according to claim 25, wherein the actuator (28) acts on the positive-locking coupling device (6) via a first spring device (17).

27. (PREVIOUSLY ADDED) The automatic transmission according to claims 25, wherein the construction of the actuator is such that, when it becomes necessary to close the shift control element (1), before establishing frictional engagement between the halves (2, 3) of the shift control element (1) the positive-locking coupling device (6) can be actuated in the axial direction of the shift control element (1) in such manner that the positive-locking coupling device (6) is synchronized by the frictional element and the form-locking element (8) of the positive-locking coupling device (6) is only then established.

28. (PREVIOUSLY ADDED) The automatic transmission according to claim 25, wherein the actuator (28) comprises a hydraulic piston unit (14) which, when acted on by pressure, actuates the shift control element (1) and the positive-locking coupling device (6) in the closing direction in each case.

29. (PREVIOUSLY ADDED) The automatic transmission according to claim 28, wherein the actuator (28) comprises a second spring device (20) which, when it becomes necessary to open the shift control element (1), actuates the piston unit (14) in the opening direction of the shift control element (1) and the positive-locking coupling device (6).

30. (PREVIOUSLY ADDED) The automatic transmission according to claim 28, wherein the actuator (28) is constructed such that when the piston unit (14) is actuated in the opening direction of the shift control element (1) and the positive-locking coupling device (6), the shift control element (1) opens first and then the positive-locking coupling device (6).

31. (CURRENTLY AMENDED) The automatic transmission according to claim 21, wherein the shift control element (1) comprises a form-locking element (9 [[or 9A]]) for the form-locking engagement of the shift control element halves (2, 3).

32. (PREVIOUSLY ADDED) A method for the control of a transmission having at least one shift control element (1) comprising the steps of:

frictionally engaging at least two shift control element halves (2, 3), each being able to be connected to non-rotating transmission components (4) and rotating transmission component (5);

providing a positive-locking coupling device (6) at least between one of the shift control element halves (2) and the transmission component (5) that can

be connected thereto, and closing the at least one shift control element (1) by the steps of:

a) synchronizing an open coupling device (1),

b) closing a positive-locking element (8) of the positive-locking coupling device (6); and

c) frictionally engaging the shift control element halves (2, 3).

33. (PREVIOUSLY ADDED) The method according to claim 32, further comprising the step of closing the frictional element (7) of the positive-locking coupling device (6) to synchronize the positive-locking coupling device (6).

34. (CURRENTLY AMENDED) The method according to claim 32, further comprising the step of closing the form-locking element (9 [[or 9A]]) of the shift control element (1) after the frictional engagement of the shift control element halves (2, 3)[[,]].

35. (CURRENTLY AMENDED) The method according to claim 34, further comprising the step of reducing the transmission ability between the shift control element halves (2, 3) by releasing the frictional engagement after the positive-locking element (9 [[or 9A]]) is closed.

36. (PREVIOUSLY ADDED) The method according to claim 35, further comprising the step of establishing frictional engagement between the shift control element halves (2, 3) to open the shift control element (1).

37. (CURRENTLY AMENDED) The method according to claim 36, further comprising the step of opening the form-locking element (9 [[or 9A]]) of the shift control element (1) when the frictional engagement between the shift control element halves (2, 3) has been established.

38. (CURRENTLY AMENDED) The method according to claim 37, further comprising the step of removing the frictional engagement between the shift control element halves (2, 3) is removed after the opening of the form-locking element (9 [[or 9A]]) of the shift control element (1).

39. (PREVIOUSLY ADDED) The method according to claim 38, further comprising the step of opening the form-locking element (8) of the positive-locking coupling device (6) when the frictional engagement between the shift control element halves (2, 3) has been released.

40. (CURRENTLY AMENDED) The method according to claim 39, further comprising the step of opening the frictional element (7) of the positive-locking coupling device (6) when the positive- locking element (8) of the positive-locking coupling device (6) has been opened[[,]].